

T.S.M.V. "ENUKIDZE", ex "Castilian Prince".

This vessel was purchased by the Russian Government from the Prince Line, Ltd., in February, 1933.

The vessel left Glasgow for Odessa after being handed over and had to put in to Lisbon with both donkey boilers damaged.

The Lisbon Surveyor had the vessel under survey from the 7th to the 23rd of March, when he reported that both donkey boilers had been examined and the starboard boiler furnace crown was found collapsed and beyond repair, and the furnace crown of the port donkey boiler was found bulged. Temporary repairs were effected to the port boiler, and the Surveyor recommended that the class be continued subject to the furnace of the port boiler being renewed on arrival at Odessa and to the starboard boiler not being used until the furnace had been renewed.

The Owners were duly advised of the facts of the case on the 4th May, and were requested to state what steps they proposed to take to carry out the recommendations. No reply was received to this letter, and the matter was subsequently brought to the notice of Messrs. Arcos, Ltd., who stated they would communicate with their Head Office, with a view to the matter receiving attention.

Nothing further having been heard from Messrs. Arcos, Ltd., or the Sovtorgflot, the case was reported to the Classing Committee on the 3rd October, when instructions were given for a further letter to be addressed to Messrs. Arcos, and action was deferred for one month.

On the expiration of that period, no reply having been received, a further letter was addressed to the Head Office at Moscow, in which it was pointed out that the Committee would have no option but to expunge the vessel's class from the Register Book with a Red Line if no reply was forthcoming.

As it was observed that the vessel had arrived at Hamburg on the 3rd November, the particulars of the case were forwarded to Mr. A. Chisholm, the Society's Principal Surveyor for Germany, who

was requested to obtain information from the Owners' local Representatives at that port.

Mr. Chisholm now writes to say that he has taken the matter up with the Owners' local Representatives who have forwarded to him a copy of a letter dated 27th November, which they have addressed to the Owners, which reads as follows:-

"Re Lloyd's class M.S. "ENUKIDZE"

"Lloyd's Register of Shipping, Hamburg, requested repair of the following boilers and other machinery parts on the above named motorship and referred to a survey at Lisbon, where it was found that the port donkey boiler had to be renewed and the starb. donkey boiler was not to be used until it was satisfactorily repaired. In addition double bottom tanks Nos. 4 (p. & s.) and 5 must be completely cleaned and provided with longer sounding pipes. The modified survey on the vessel's oil engines became due in July of this year.

"We took opportunity during the vessel's stay at this port to discuss the matter with the Captain who stated that subsequent to the examination in Lisbon the vessel was under repair for a considerable time in the Black Sea and that all repairs necessary had been carried out. In addition the vessel is stated to have been incorporated in the Russian Classification Registry and accordingly the classification in Lloyd's Register Book is no longer required. We shall be glad if you will take up the matter with Lloyd's Register of Shipping, London - copy should be sent to us - in order that the classification of this vessel in Lloyd's Register Book may be withdrawn."

In the circumstances the matter is submitted for the consideration of the Committee.

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